3: Anonymous U-4 (no date) 1920 RH1 Caucasia RH1

133 Sea of Azov, is navigable by light-draught steamers for
505 141 miles from its mouth. On the river and the various tributaries forming its basin there are 964 miles of water suitable for floating timber. The *Terek*, which flows into the Caspian, is navigable by light vessels for 112 miles from its mouth, but there is no steamer traffic. Timber can be floated for 320 miles. It has no tributaries of importance.

In Transcaucasia the navigable rivers are the Chorokh and Rion, emptying into the Black Sea, and the Kura, emptying into the Caspian. The *Rion* is navigable for 83 miles from its mouth at Poti, but no steamers can be used. Timber is floated or rafted for 123 miles. The *Kura* is navigable for 390 miles from its mouth, and of this distance 197 miles are suitable for steamers. Including its tributaries, the basin of the Kura provides 1,098 miles of water upon which timber-floating is possible.

[656] All these navigable waters were under the care of the State, which, through the Ministry of Ways and Communications, was responsible for their maintenance and improvement.

There are no navigable canals in the Caucasus. For irrigation canals, see p. 59.

(c) *Railways*

496 In 1912 there were 2,442 miles of railway in the Caucasus. 994 miles being in Ciscaucasia and 1,448 miles in Transcaucasia. These are generally of 5-ft. gauge, and, with certain exceptions indicated below, are of single track.

Principal Railways.—There are two principal railway systems—the Vladikavkaz and the Transcaucasian.
[471] Both were constructed and maintained originally by private companies, but the latter was acquired by the State in 1906.

(i) The main line of the *Vladikavkaz Railway*, 819 miles in length, runs from Rostov-on-Don (where con-